

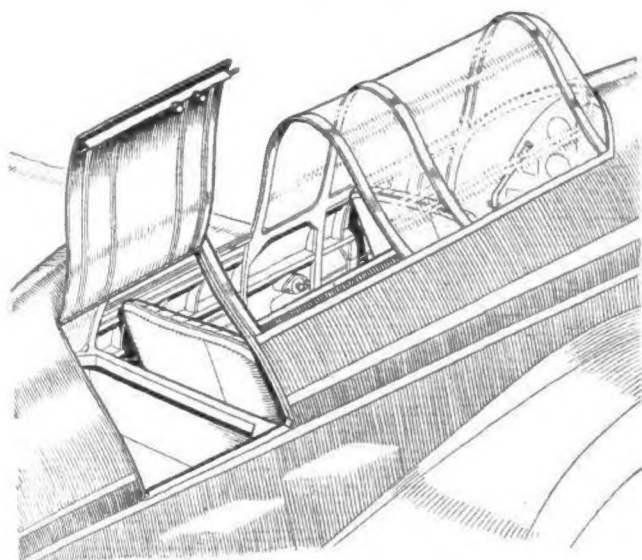
LINDBERGH BUYS BRITISH

His New Miles Mohawk Described : A High-performance "Custom-built" Tourer

WHEN Colonel Lindbergh settled in this country he surveyed our range of touring machines, and, although unstinting in his praise, was unable to find exactly what he wanted. So, some months ago, he "went into a huddle" with Mr. F. G. Miles with a view to placing an order for a machine designed expressly to meet his requirements. The fruit of this collaboration was the Miles Mohawk, a two-seater, long-range, high-speed monoplane with a supercharged Menasco Buccaneer engine. Phillips and Powis are quite prepared to build



A happy "shot" of Colonel Lindbergh familiarising himself with the engine installation of his new high-speed tourer



There is a large luggage locker behind the cockpit enclosures on the Mohawk. The flexible transparent panels over each seat can be pushed down into the fuselage sides.

replicas, but do not regard the machine as a production type.

To say that the lines of the Mohawk are the most attractive yet conceived on the P. and P. drawing boards is praise enough of its appearance. It is registered G-AEKN and finished in orange and black at Col. Lindbergh's express wish, because this combination shows up most readily under all weather conditions.

It is essentially a typical Miles two-seater, but differs from its forebears in its cockpits, under-

carriage, tail unit and its supercharged power plant.

Structurally it is of wood and follows standard Miles practice; in fact, the outer panels of the wings are similar to those of the Hawk Major, with two spars and ply covering taking drag and torsional stresses, but with strengthened spars to take care of the greater all-up weight and a few minor modifications to permit the installation of extra fuel tanks. Miles split trailing-edge flaps are incorporated. In addition to the outboard tanks there are two in the centre section. The basic design of the wooden stressed-skin fuselage and fabric-covered tail unit does not depart from previous Miles technique, although certain members have been specially strengthened.

English eyes will soon settle on the Menasco Buccaneer B6-S six-cylinder, in line, inverted air-cooled engine supercharged by a centrifugal blower to give 200 h.p. at 2,250 r.p.m. at 4,500 ft. A detailed description of this power plant was given in *Flight* of September 10 to this year. Incidentally, it might be useful to remember that, externally, a Menasco installation may be distinguished from a Gipsy in that the cooling air chute is on the starboard instead of on the port side. The particular engine in the Mohawk has been imported from America, but the licence for the B6-S and other Menasco models was lately secured by Phillips and Powis. The engine is mounted on blocks of Ferodo brake lining and small



The Mohawk on test, showing the front cockpit open.